(e) whether the retail prices of petrol and diesel are contemplated to be reduced;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA J. PATEL): (a) and (b) The profit after tax of oil marketing companies for July-Sept'2006 is given as under:

(Rs/crore)

IOC	BPC	HPC	IBP	Total
3050*	1259**	1222*	(-)167	5364

* Includes under recoveries borne by upstream oil companies of Rs. 6000 crores and impact of oil bonds of Rs. 14,150 crore.

** In addition to above also includes effect of KRL merger with BPC.

(-) means loss.

(c) The Indian basket of crude oil was at about $67/bbl in June, 2006 which went upto $ 75/bbl in August, 2006. Currently the Indian basket of crude oil is at $ 57-58/bbl level.

(d) A comparison of percentage increase in international prices in 2006-07 (upto 17.11.2006) over March 02 *vis-a-vis* corresponding Indian retail selling prices is given in the Statement. [Refer to the Statement appended to the Answer to Unstarred Question 670 (b)]

(e) to (g) The Government is keeping a close watch on the international prices. The Government will consider downward revision in the prices of petrol and diesel when there is a sustained drop in the prices of crude in the international market.

Anti-Adulteration Enforcement Directorate

672. SHRI DARA SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Government are planning to revamp the marketing system of oil companies in order to check the menace of adulteration keeping in view a large scale adulteration in petrol and diesel taking place in the country.

(b) whether Government also propose to create an Anti-Adulteration Enforcement Directorate in the marketing companies; and

(c) if so, what action has been taken by Government in this regard so far and how this Directorate will help in eliminating adulteration?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA J. PATEL): (a) The possibility of adulteration of petrol/diesel by some unscrupulous elements cannot be ruled out due to huge price difference between petrol/diesel and various adulterants available in the market and the easy miscibility of these products with petrol/diesel. In order to check adulteration, the Government has recently taken a number of new initiatives which are annexed as Statement. {Refer to the Statement appended to the answer to unstarred Question 653 (c) and (f)}

(b) There is no proposal to create an Anti-Adulteration Enforcement Directorate in the marketing companies. However, Oil Marketing Companies have created a separate wing to report to a Director other than Director (Marketing) to oversee and monitor all activities and operations to curb adulteration and specify norms and guidelines in this regard.

(c) The Action taken by the Government/Public Sector Oil Marketing Companies (OMCs) in containing the menace of adulteration in petrol/diesel include the following:—

(i) Under the Control Orders issued by the Government to prevent fuel adulteration, under the Essential Commodities Act, 1955, State Governments are empowered to take action against those indulging in adulteration. Government have requested the State Governments/Union Territory Administrations to take steps to control adulteration.

(ii) OMCs undertake regular and surprise inspections of Retail Outlets and also take action under Marketing Discipline Guidelines (MDG) and Dealership Agreements against those indulging in adulteration and malpractices. MDG provide for termination of dealership in cases of adulteration being established.

(iii) Government has taken the initiatives to expedite the installation of Global Positioning System (GPS) to monitor the movement of tank trucks.

(iv) OMCs have introduced new tamper proof tank-truck locking systems to prevent en-route adulteration by transporters.

(v) Keeping in view the misuse/diversion of SKO for adulteration, the import of SKO by private parties has been canalized through OMCs.

(vi) As advised by the Government, Oil Marketing Companies (OMCs) have created a separate wing to report to a Director other than Director (Marketing), which will oversee and monitor all activities and operations to curb adulteration and specify norms and guidelines in this regard.

Transportation charge of gas

673. SHRI VIJAYKUMAR RUPANI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that Gujarat is facing injustice in energy costing by incurring higher transportation cost on coal but paying the same transportation charge as hinterland States in case of gas;

(b) whether Gujarat should be allowed the benefit in terms of a lower cost for transporting gas over shorter distance *vis-a-vis* hinterland States, as per the practice followed for transporation of coal; and

(c) whether the Central Government have approved such bills in other States and if so, in which States, Government have approved such bills?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA J. PATEL): (a) and (b) The gas from onshore/isolated fields in Gujarat is supplied through dedicated regional networks to customers in the State. In these cases, transmission tariff is computer on the basis of investment in the respective network. As the fields are located in Gujarat, the investment in regional networks for supplying gas to customers in the State would be less than what it would be for customers based in other States; so the transmission tariff for customers in Gujarat is obviously lesser.

However, in case of trunk lines, namely, Hazira-Bijapur-Jagdishpur (HBJ) pipeline and Dahej-Vijaipur pipeline (DVPL), a combined single tariff of Rs. 831/MSCM, with escalation formula, is being followed *w.e.f.* 1-6-2006. However, to benefit the customers in Gujarat, the tariff for connectivity of Gujarat State Petronet Limited (GSPL) to DVPL) has been kept at Rs. 280/MSCM.

(c) No, Sir.